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March 22, 2022

U.S. Department of Transportation, Docket Operations  
West Building Ground Floor, Room W12-140  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**Re: Summary Grant Amendment to Exemption No. 19039, Petition for Exemption to Conduct Unmanned Aircraft Systems (UAS) Operations Allowed by Special authority for certain unmanned aircraft systems. Title 49 U.S.C. § 44807, and 14 C.F.R. Part 11 to Authorize Commercial Agricultural- Related Services with UAS Weighing 55 Pounds or More by adding the DJI Agras T-30**

The following contains a summary of the attached completed Petition for Exemption seeking addition of the DJI Agras T-30 to the approved Exemption No. 19039 for our client Bennett Ag Research Corp.

**Description of Relief Sought:** On behalf of our client, Bennett Ag Research Corp, an agricultural services company (hereafter known as Bennett Ag Research Corp), and pursuant to Title 49 U.S.C. § 44807, Special authority for certain unmanned aircraft systems and 14 C.F.R. Part 11, Bennett Ag Research Corp hereby respectfully requests to amend their Petition for Exemption to add the DJI AGRAS T-30 unmanned aircraft systems ("UAS") weighing over 55 pounds but no more than 142 lbs. maximum spray weight and 171.96 lbs. maximum spreading weight, for agricultural operations and vegetation control. The operations will be conducted within and under the conditions outlined herein, or as may be established by the FAA, as required by Title 49 U.S.C. § 44807.

Currently, Bennett Ag Research Corp already has an approved Exemption for the DJI Agras T-20, Exemption No. 19039. Bennett Ag Research Training Manual, Flight Operations Manual, and safety manuals have already been submitted with their original petition.

The proposed operation in this amended Petition for Exemption to add the T-30 is the same as their current approved Exemption, Exemption No. 19039.

In this particular amendment, the requested exemption would permit the operation of no more than one DJI AGRAS T-30 by petitioner, under controlled conditions in predetermined airspace that is, 1) Limited in scope 2) Controlled as to access by mission essential personnel only. Grant of the requested exemption is based upon the concise direction expressed within Title 49 U.S.C. § 44807; the added authority granted by the Act, as amended; an equivalent level of safety regarding flight operations as expressed herein, and significant cost savings achieved by transitioning from traditional manned aerial resources to UASs. The petitioner respectfully requests that the FAA grant the requested exemption without delay. Petitioner will operate the DJI AGRAS T-30 while keeping the documents required by the regulations at the ground control station and immediately accessible to the Pilot in Command (PIC) and by modification of the required markings (registration number) of the UAS to be displayed on the fuselage.

The name and address of the Petitioner is:

Bennett Ag Research Corp

The primary contact for this petition, with a copy to me at the address above is:

Alex Bennett  
Bennett Ag Research Corp  
1109 Ivy Ave.  
Richland, IA 52585

## **SYSTEM BENEFITS AND PUBLIC INTEREST**


1. Bennett Ag Research Corp's intent along with a complete range of agricultural vegetation and noxious weed control and management services, utilizing the DJI T-30 system optimized principally for spray applications. Their processes protect crops from biological organisms, including weeds, pathogens, and arthropods, that interferes with the production of crops affecting quality and/or yield, which can impact consumers through higher crop prices. Spraying herbicides benefits agricultural ecology and increases the efficiency of harvesting operations. Further the selective use of chemicals for a safer more targeted application for utility weed control reduces the negative impact of excess pesticide application and residual chemicals being left in the soil or running off into streams or the water table.
2. Applications by manned helicopters for agriculture carries significant risks of fatality. This was such a concern that in 2014 the National Transportation and Safety Board commissioned a report to understand root causes. The enhanced safety achieved using an unmanned aircraft with the specifications described in this petition, as opposed to the much larger, manned aircraft carrying fuel and crew or passengers, is safer and exposes workers and other people on the ground to significantly less risk. Additionally, Bennett Ag Research Corp UA use batteries which are not as flammable and explosive as 100LL or Jet A fuel. If there was an emergency where the UA crashed, there is a significantly lower chance of individuals being injured from an explosion or fire.

3. According to a USDA Economic Research Service Report, of the United States' 408 million acres of cropland, about 70% (286 million acres) is commercially treated with crop protection products. Out of that, the agricultural aviation industry treats 71 million acres of cropland aerially each year. By utilizing UAS, this vital portion of our nation's food supply can be treated in a more environmentally safe way, thus protecting our streams from excessive chemical run off, algae blooms, etc.
4. A large portion of the agricultural land is currently sprayed by crews on foot, carrying heavy loads on steep, dangerous terrain. Bennett Ag Research Corp will replace this method using its aircraft. It is in the interest of safety to reduce worker exposure to this difficult and dangerous environment.
5. Manned aircraft availability and scheduling are becoming increasingly difficult and costly for Bennett Ag Research Corp customers. On average, each manned aerial application business has 2.1 aircraft, ranging in price from \$100,000 to \$1,400,000 depending on hopper size, engine type and engine size. Pilot shortages, aircraft shortages, and driver shortages are increasing. Smaller owners and non-governmental organizations without several hundred thousand acres are finding it difficult to obtain economical services with these figures. Bennett Ag Research Corp can increase service providers at a lower cost and alleviate pilot and service shortages for small landowners.
6. Manned airplanes and helicopters produce significant noise pollution that disrupt the public's ability to enjoy both private and public property. UAS are much quieter and will not disrupt the public as much as manned aircraft; thus, the benefit will be recognized as a reduction in noise pollution.
7. Pesticides being sprayed from high elevations can be picked up by the wind and carried for miles. By flying at a lower altitude (6-12 m), and by never leaving the customer's site, there is a significantly reduced chance of pesticides ("driftable fines") being accidentally sprayed in the wrong area. With manned aircraft and helicopters, this can happen in a number of ways: Pilot error or map misinterpretation en route to the site, pesticides being picked up by the wind and blown onto neighboring property affecting commercial cropland and residential areas, and equipment malfunction.

**Specific Code of Federal Regulation ("CFR") sections from which an exemption is sought:** §§ 61.3 (a)(1)(i), 91.7(a), 91.119(c), 91.121, 91.151(b), 91.403(b), 91.405(a), 91.407(a)(1), 91.409(a)(1) and (2), 91.417(a) and (b), 137.19 (c), (d) and (e)(2)(ii)(iii) and (v), 137.31, 137.33, 137.41(c), 137.42.

Should you have any questions, or if you need additional information to support Bennett Ag Research Corp Petition, please do not hesitate to contact the undersigned.

Respectfully Submitted,



Kelly J. Neubecker

President, UASolutions Group